

14 DECEMBER 1998

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 NP9 1RH

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09/646261

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

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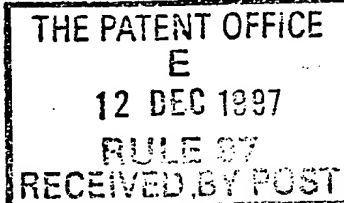
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Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)



The Patent Office

Cardiff Road
Newport
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1. Your reference

① Non Board

2. Patent application number

(The Patent Office will fill in this part)

② *

3. Full name, address and postcode of the or of each applicant (underline all surnames)

③ 3, ANTHONY DAVID KILVERT

c/o 3 MILLERS CLOSE

SUTTON POYNTE, PRESTON

WEYMOUTH, DORSET, DT36RL

Patents ADP number (if you know it) *

If the applicant is a corporate body, give the country/state of its incorporation *

4. Title of the invention

④ * 07343734001

5. Name of your agent (if you have one)

"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)

⑤ ANTHONY DAVID KILVERT

3, MILLERS CLOSE,

SUTTON POYNTE

PRESTON

WEYMOUTH, DORSET, DT36RL

Patents ADP number (if you know it) *

6. If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number

⑥ Country Priority application number Date of filing (day / month / year)

7. If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application

⑦ Number of earlier application Date of filing (day / month / year)

8. Is a statement of inventorship and of right to grant of a patent required in support of this request? (Answer 'Yes' if:

⑧ NO

- a) any applicant named in part 3 is not an inventor, or
 - b) there is an inventor who is not named as an applicant, or
 - c) any named applicant is a corporate body.
- See note (d))

Patents Form 1/77

9. Enter the number of sheets for any of the following items you are filing with this form. Do not count copies of the same document

Continuation sheets of this form

Description

Claim(s)

Abstract

Drawing(s)

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (Patents Form 7/77)

Request for preliminary examination and search (Patents Form 9/77)

Request for substantive examination (Patents Form 10/77)

Any other documents (please specify)

11. I/We request the grant of a patent on the basis of this application.

Signature

Date 8.12.97

12. Name and daytime telephone number of person to contact in the United Kingdom

Anthony David Lambert 01305 836781

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

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MARINE SECURITY APPARATUS/IMMOBILISER

Technical Field

This apparatus relates to a vessel security system and immobiliser.

Background

Security on board vessels at sea has always been a problem due to unauthorised boarding of the vessels by "pirates". There has been attempts in the past to prevent this, but without success.

Essential Technical Features

According to the present invention there is provided an inflatable float and connected fouling lines and/or towing lines attached.

The inflatable boom would be of a lightweight construction with various fouling lines attached along the length of the float for the purpose of immobilising an attacking vessel by means of clogging the motor or propeller.

The device(s) can be either manually or electronically activated and comprising of a connected gas supply for inflation. The units will detach from an external gas supply once inflated to adequate pressure.

The portable version is a self contained unit complete with small compressed gas supply connected.

Example

A possible embodiment of the invention will now be described by way of the following example:

The above unit would be activated by a successful actuator allowing gas pressure to build in the compressed "boom(s)" forcing the unit to expand to full size and away from the vessel and into the path of an approaching craft with speed, whilst disconnecting from the inflator tube or valve. This would be allowed to fall behind the protected vessel and into the path of the pursuing craft thus fouling and immobilising the attacking craft's motor due to the clogging of the propeller with the boom's attached "fouling lines", therefore preventing the boarding of the craft.

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ABSTRACT

A security/immobilising device for use on water craft for the purposes of stopping the pursuit of or pursuing of craft in motion for the purposes of boarding or boarding prevention of protected craft by means of direct intervention of a craft's motor(s) or propellers by means of fouling lines acting on the propeller to prevent the rotation and function of the propulsion systems, on collision with the device/boom(s).

The device(s) will be of different types such as remote versions (to be fired or thrown into the path of the craft), portable self contained units (complete with gas supply attached) and fixed units mounted on the sides and/or rear of craft to prevent boarding of protected vessels while in motion.

PCT/GB98/03742

14th January 1999

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